

1. At the beginning of October 1948, Tikhonirov, director of USIA, signed a contract with the Swiss firm of Linapor A.G., Pelikanstrasse 37, Zurich, for the sale of 20 Austro-Fiat five-ton trucks, guaranteeing prompt delivery. USIA also agreed to make regular deliveries in the future of 10 to 15 trucks per month at 120,000 schillings per truck. The contract stipulates that the payments be made in schillings to the Russian Military Bank in Vienna. Considering the present black market rate for schillings, the price corresponds to \$2,400 per truck.
2. No Austrian export license is being granted for these vehicles, so they will be shipped by Juschmeschtrans, the USIA transport firm, across the Czech border to Bratislava or Horni Dvoriste, where bills of lading will be issued by a Czech forwarding house. The Czech company will receive \$10 per truck for this service. Since the Swiss authorities will not grant an import license for these vehicles (because they are not covered by an Austrian export license) the trucks will be delivered to a free port depot in Switzerland.
3. Under this agreement, Linapor will be the only firm in Switzerland which will have the opportunity of purchasing these trucks; the plans are to sell them either to South America or to the Near East.
4. A second contract was made by USIA in October, under the terms of which Bulgaria bought 100 such trucks, making payment partly in black market schillings and partly in fresh fruits and vegetables.

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Director of Central Intelligence
Archivist of the United States
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